



BRITISH  
TRANSPORT  
POLICE

# Policing Plan 2007-08

**BTP objectives in 2007-08 have been split into three groups to keep a force-wide standard for dealing with rail crime, disorder and disruption whilst allowing areas to refocus their activities to deliver a service that is tailored specifically to their local rail community's interests and needs.**

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# Foreword

**By Ian Johnston, Chief Constable**

British Transport Police

As the dedicated, specialist police force for Britain's railways, British Transport Police's (BTP) ongoing mission is to ensure that passengers, rail staff, operators and infrastructure owners can all use the railways, free from crime and free from the fear of crime.

Last year, BTP's role and function came under scrutiny by the Transport Select Committee and the Department for Transport. These reviews of BTP both gave strong support for BTP's effectiveness and continued existence, but emphasised the need to ensure all efforts delivered maximum value.

In response, BTP is working hard to ensure we are sharply focused on the needs of the industry and the travelling community. Working in close partnership with our stakeholders has been essential to successful policing of the railways. In 2006-07, through developments such as joint tasking meetings and the introduction of local neighbourhood policing teams, BTP has collaborated with the rail industry to ensure resources are deployed in a way to best provide reassurance and to combat crime. BTP is committed to building on these processes and relationships throughout 2007-08.

This year's policing plans illustrate how this approach is informing our efforts for the year ahead. Before setting this year's priorities, Area Commanders carried out a comprehensive programme of consultation with their local stakeholders including train and freight operating companies, Network Rail, Transport for London, passenger representatives, internal BTP staff and other relevant groups. This consultation started in September 2006 and ran until late January 2007.

As a result, this year's policing plans reflect both a national focus on issues most important to BTP's operating environment, and also on local needs by establishing area specific targets.

Under our new planning framework, there are three types of objectives:

- Common Objectives – Common Targets: These objectives reflect BTP's national priorities, and all Areas are required to achieve the target.
- Common Objectives - Local Targets: These objectives are also key national priorities for BTP and all Areas are required to establish targets. These targets will be established locally after consultation with stakeholders.
- Local Objectives - Local Targets: These reflect local concerns and priorities and are set independently by Area Commanders after consultation with stakeholders.

Additional funding has helped BTP to achieve remarkable results, and last year we achieved all our operational targets for the third consecutive year.

We also made good progress on efficiencies, and BTP leads other forces in benchmarking in respect of the percentage of its staff it deploys to the front line, the ratio of police officers to support staff, and in the extent of its use of PCSOs.

This year will be a challenging one, as we tackle a much wider range of targets to help ensure passengers, staff and all our stakeholders experience a railway where they feel safer, crime and disorder is less, and criminals are fewer in number.



Ian Johnston Chief Constable  
British Transport Police

**In 2006-07, through developments such as joint tasking meetings and the introduction of local neighbourhood policing teams, BTP has collaborated with the rail industry to ensure resources are deployed in a way to best provide reassurance and to combat crime.**

# Introduction

**By Chief Superintendent Miles Flood,**  
Area Commander

British Transport Police (BTP) London Underground/ DLR Area (LU Area) plays a vital role in maintaining the safety and security of London Underground (LU) and the Docklands Light Railway (DLR) which are key to the city's economic well-being.

With more passengers than ever using the transport network last year, our 2% reduction in crime was a great success. The 426 fewer victims of crime are testament to our close working partnerships with stakeholders including LU, DLR and the Transport Policing and Enforcement Directorate. We are always striving for excellence and in the year ahead we will build on our successes.

The Workplace Violence Unit (WVU), jointly staffed by BTP and LU Area has increased support to rail staff who are victims of assault and has brought a greater number of offenders to justice. The unit is ensuring submission of the strongest possible case for prosecution.

Our local policing teams, known as Reassurance or Neighbourhood Policing Teams, are now well established and introducing some very positive problem solving initiatives. In helping to ensure the system is safe and feels safe, we are extending this partnership working to include the new Metropolitan Police Service Safer Transport Teams, currently operating in many London boroughs with Transport for London (TfL) and Home Office funding.

A number of new challenges face us this year. These include the extended operating hours of the Tube, events at the new 90,000 capacity Wembley National Stadium and Tour de France, which is the focal point of a range of major public events as London's transport system shows the world it is ready for the London Olympics in 2012.

We are working closely with LU to meet the challenges of the growth in passenger numbers as we strive to achieve the city's 2025 transport vision. TfL's extensive programme of station refurbishments and service improvements is helping us meet these challenges and as London looks towards the future so too does BTP's LU Area.

In the most significant advance in police beat technology since the introduction of radios, handheld computers have been rolled out to 400 frontline officers. Handheld computers are leading the way in UK policing technology. By providing instant access to police intelligence and information systems, they are cutting paperwork and allowing officers to stay out on patrol for longer. They are making LU Area officers more visible, more efficient and more effective than ever before.

Countering the threat of terrorism continues to be one of our major functions and we continue to develop specialist tactics and strategies to maintain passenger confidence in the Underground and DLR systems, and to disrupt and deter any future terrorist acts.

Our specialist skills and knowledge of the railway set us apart from other police forces and with the support of TfL we are enhancing these specialisms through substantial investment in training and development of officers and police staff. This investment ensures we are in the best possible position to meet the needs of TfL's 2025 transport vision.

# Common objectives

## Common targets

London Underground/DLR will contribute to forcewide performance objectives that apply nationally across the rail network for:

Objectives in this category can be divided into two broad sets. The first set reflects issues which affect the rail industry as a whole, regardless of location. There are four objectives in this set. They are:

- Fatality management
- Counter terrorism
- Cable theft
- Football policing

The second set reflects our commitment as a police force, to deliver the highest quality service and ensure our organisation accurately reflects the communities we serve. There are four objectives in this set. They are:

- Quality of service
- Bringing offenders to justice
- Persistent young offenders
- Human resources

## Fatality management

Tragically, around 300 people are killed on Britain's railways each year. The vast majority of these are as a result of individual action and are not suspicious. However, each incident must be investigated to ensure no crime has been committed and potential evidence must be preserved until we are satisfied a death is not suspicious. In all cases, a full report has to be made to the coroner or procurator fiscal. The dignity of the deceased must be respected at all times. The individual's family must be informed with respect and sensitivity.

These incidents have the potential to cause massive disruption to the rail system. A death on the railway can lead to disruption not just in the immediate area but create knock on effects in other parts of the network. Thousands of passengers can be inconvenienced and other safety issues may occur when passengers are stuck on trains.

BTP understands that it is an absolute necessity to restore the rail system to normal service as quickly as possible. Rigorous targets are set to assess an incident, gather evidence and reopen the line as quickly as possible.

This objective for fatality management excludes major incidents and incidents classified as suspicious, road traffic accident, level crossing and unexplained.

**Aims:**

- Reduce the incidence of fatalities through joint prevention initiatives with Network Rail, TfL and Train Operating Companies and other partners.
- Minimise the impact of fatalities on the smooth running of the network.
- Ensure all incidents are dealt with thoroughly and efficiently.

**Overground target**

- To conclude police activity which disrupts train movement within an average of 90 minutes from receiving a report of a fatal incident.

**Underground target**

- To return the railway to normal operation following a fatality by completing duties within the same period of time as other agencies plus 30 minutes.

Key actions	Lead agency
Reduce opportunities for fatalities by working with partners to remove opportunities for illegal entry onto the network and identifying those who may be likely to attempt to endanger themselves.	BTP / TOCs / CDRPs / TfL / Samaritans / National Institute for Mental Health
Agree local protocols with coroners to reduce the attendance time of the force medical examiner and undertakers.	BTP / Coroners' Society of England and Wales
Debrief every fatality at force headquarters operations, area operations and supervisory levels.	BTP
Encourage intrusive supervision at every fatality to ensure each is dealt with expeditiously.	BTP

# Common objectives

## Counter terrorism

BTP polices the railway network to ensure minimum disruption but without taking unnecessary risks. BTP's response to the terrorism threat is based on a clear philosophy of managing risk. This means working within the national counter terrorism strategy, but ensuring policing activities are proportionate and relevant to the rail environment. BTP has developed significant expertise in managing risk which is matched by our ability to respond effectively to confirmed acts of terrorism.

BTP is uniquely placed to ensure terrorist related incidents (whether real, hoax or false) which extend across Home Office force boundaries are dealt with consistently. This ability is particularly valuable in relation to the emerging terrorist threat of multiple, spatially separated, simultaneous, no-notice attacks.

### Aims:

- To prevent and disrupt terrorist activity.
- To maintain an effective response to both suspected and actual terrorist incidents and threats.

Key actions	Lead agency
Work with TRANSEC and the railway industry to provide physical protection and harden potential targets.	BTP / TOCs / TRANSEC
Provide reassurance to the public through high visibility patrols and complementary policing options.	BTP / TOCs
Develop a CCTV strategy and improve partnership arrangements between BTP and the railway industry.	BTP / TOCs
Develop and maintain links to other forces and agencies to ensure effective information sharing.	BTP / TRANSEC / Home Office forces
Deter and detect hostile reconnaissance activity through high visibility patrols, using intelligence-led complementary policing options.	BTP/ TOCs
Monitor public perception of counter terrorism policing tactics and engage with minority groups to respond to any concerns.	BTP
Address the general fear of crime issues amongst the railway community.	

### Targets:

- Monitor and maintain BTP's average resolution time following calls to suspicious packages.
- Carry out CBR profiling on at least 95% of nominated locations on the railway network once every calendar month.
- Deploy resources effectively to comply with high visibility Operation Alert patrol commitments at least 95% of the time.
- Ensure at least 8% of all officers are trained in the use of CBRN Mark 4/CR1 suits.



**95%**

**TARGET**  
CBR profiling  
of nominated  
locations every  
calendar month.

# Common objectives

## Cable related offences

Due to a substantial increase in commodity prices on world markets cable theft has emerged as a significant threat to the rail industry. Incidences have risen by over 300% since 2004.

Theft of cable from the rail network is part of a national problem. There is significant theft from all utilities, including telephone and electricity companies.

The scale of theft from the network ranges from well organised, high value, large scale offences to more frequent, opportunistic, low value offences. All incidents of theft cause substantial disruption to the railway network and disproportionate financial costs in replacing equipment damaged as a result of these thefts or attempted thefts.

BTP leads and co-ordinates a national multi-agency response with Network Rail and Train Operating Companies to disrupt, detect and arrest offenders engaged in stealing copper cable used by the industry. In addition, BTP also leads all UK police forces in a nationwide, multi-industry initiative to share best practice in detecting and deterring incidents of cable theft from all industry.

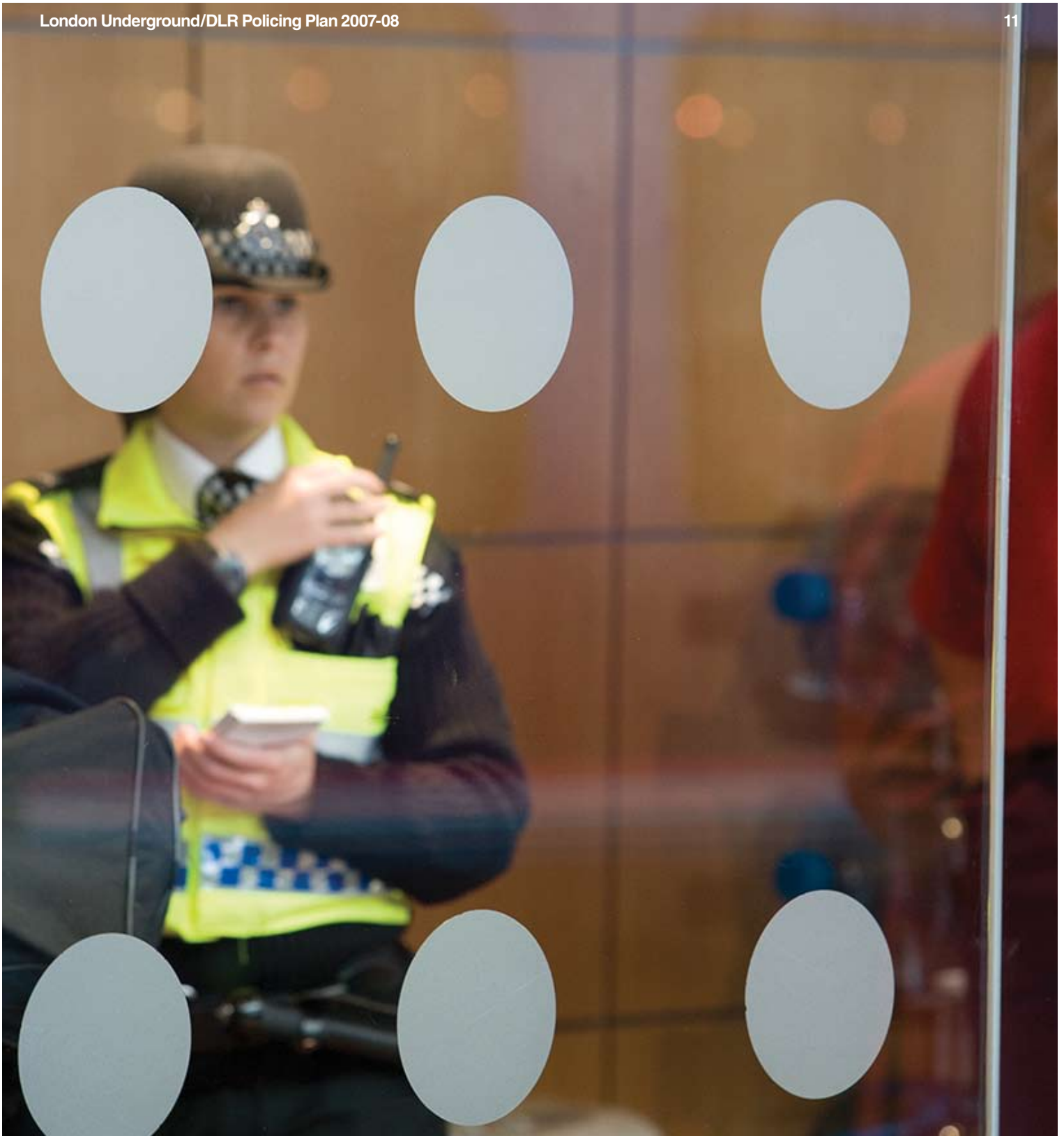
### Aims:

- To reduce cable related offences.
- To detect offenders of cable related offences.
- To minimise the disruption caused to the network by cable theft related offences.

Key actions	Lead agency
Work with the railway industry to identify vulnerable lineside and property hotspots and make recommendations for improvements in security arrangements.	BTP / Network Rail / TOCs
Clear lineside locations, including the removal of hideaway areas and redundant cabling.	BTP / Network Rail / TOCs
Work with the railway industry to educate and brief employees on crime reduction techniques and identify possible offenders/suspicious people.	BTP / Network Rail / TOCs
Carry out intelligence-led patrols at hotspots and ensure a fast response to reported attacks.	BTP
Use appropriate powers to seize and crush offenders' vehicles.	BTP
Use covert activities including surveillance of targets.	BTP
Work with Network Rail to identify any planned engineering works and update activity accordingly.	BTP / Network Rail
Raise the profile of this type of criminality within other forces.	BTP
Develop intelligence sharing arrangements with other agencies and industries.	BTP

### Target

- Increase the number of offenders detected for cable related offences by at least 33%.



**TARGET**

**33%** increase in detections of offenders for cable related offences.

# Common objectives

## Football policing

BTP aims to ensure that football fans travel safely and without disrupting other passengers using the network.

Football related problems subsided during the mid 1990s. However, they are now on the increase again. There is an emerging trend of confrontation at stations, mainly outside London, which appears well organised.

BTP's ability to provide effective football policing depends on factors such as good intelligence, planning and co-operation between police and train operators. BTP regularly meets with the Football Association, clubs, and local police forces to plan activity associated with individual matches. BTP maintains a central football desk which feeds in to, and receives information from, the National Criminal Intelligence Service. BTP also has dedicated football intelligence officers around the country.

### Aims:

- To minimise disruption caused by travelling football fans.
- To create an environment for the travelling public that is free from crime, intimidation and violence.
- To increase the number of football-related arrests.

Key actions	Lead agency
Engage with the UK Football Policing Unit to share good practice in relation to football banning orders.	BTP
Use uniformed and plain clothes officers alongside Football Intelligence Officers to intercept and disrupt risk supporters.	BTP
Adopt an assertive policing style when policing travelling supporters.	BTP
Use stop and search powers effectively.	BTP
Enforce a positive arrest policy for all offenders committing offences.	BTP
Enforce a positive arrest policy for all offenders committing offences.	BTP

### Targets:

- To prevent suspects and offenders from using the rail network to travel to and from football matches by increasing the number of football banning orders obtained to at least 42.
- Apply for football banning orders in at least 90% of all football-related offences.
- Reduce the number of serious football-related offences by at least 5%.

# Common objectives

## Quality of service

BTP is committed to meeting the requirements of the government’s quality of service commitment. The commitment sets the overarching standards members of the public can expect when making contact with the police. Regardless of why or how you make contact with us, BTP will strive to ensure a high quality service.

BTP’s quality of service target measures the overall satisfaction of victims of crime with the service BTP provides. This is measured by the victims of crime survey.

### Aims:

- To provide accessible and responsive services.
- To provide appropriate help and advice.
- To take appropriate steps to deal with enquiries.
- To provide appropriate contact details and updates.
- To ensure communities have a say in how their areas are policed.
- To provide support for victims.

Key actions	Lead agency
Provide equality of access to services and information.	BTP
Act with integrity and treat everyone fairly.	BTP
Take people’s concerns seriously and explain what is being done to address them, including whether or not action will be taken and why.	BTP
Ensure we properly understand what you are telling us.	BTP
Explain how we are going to deal with your enquiry.	BTP
Provide you with the details necessary for you to be able to talk to someone about your enquiry.	BTP
Take into account concerns you may have about confidentiality.	BTP
Keep you informed of the progress of the investigation.	BTP
When relevant, provide the opportunity to make a victim’s personal statement.	BTP

### Target

- At least 80% overall victim satisfaction.

# Common objectives

## Bringing offenders to justice

This target is intended to sustain improvements in BTP’s criminal justice processes. In particular it complements our efforts to improve the quality of case files, corporacy around criminal justice processes and performance management.

The target measures the number of notifiable offences which result in a conviction, caution (youth offender equivalents of reprimand and final warning), cannabis street warning, penalty notice for disorder or are taken into consideration.

### Aims:

- To increase the number of Offenders Brought to Justice (OBTJ).
- To increase the quality of BTP case files and reduce BTP’s attrition rate.

Key actions	Lead agency
Establish local regional justice forums within BTP areas, to build positive relationships between BTP and all agencies.	BTP
Engage with priority / hotspot Local Criminal Justice Boards and Crime and Disorder Reduction Partnerships to build effective relationships.	BTP
Establish a link between BTP’s JAS and crime systems, which will enable end to end tracking and the extraction of OBTJ management information.	BTP
Review BTP’s training to ensure OBTJ aspects are addressed.	BTP
Establish and implement corporate criminal justice standard operating procedures.	BTP
Ensure there is intrusive supervision throughout the criminal justice processes.	BTP

### Target

- At least 22% of all notifiable offenders brought to justice in England and Wales.



**22%**

TARGET

of all offenders brought to justice in England and Wales.

# Common objectives

## Persistent Young Offenders (PYO)

This is a government target to process cases relating to Persistent Young Offenders (PYOs) within an average of 71 days from arrest to sentence. As part of this target, there is also a requirement for police to deal expeditiously with PYO cases by achieving arrest to charge within two days and charge to first appearance in court within five days.

The purpose of this target is to ensure young people are able to see the direct correlation between their actions and the consequences of those actions i.e. the offence that they commit and the subsequent consequences in court. To reinforce this link justice needs to be quick and effective.

A PYO is a young person aged 10-17 years who has been sentenced by any criminal court on three or more separate occasions for one or more recordable offences. In addition within three years of the last sentencing occasion he/she has subsequently been arrested or has had information laid against them for a further recordable offence.

### Aims:

- To ensure all PYO cases are dealt with as expeditiously as possible.
- To meet the government's PYO pledge requirements.

Key actions	Lead agency
Ensure the early identification of all PYO cases.	BTP
Ensure appropriate supervisory intervention in all PYO cases.	BTP
Monitor and manage PYO cases through daily conference calls between areas and the justice directorate.	BTP
Exercise a positive arrest policy wherever a power of arrest exists for an offence committed by a PYO.	BTP
Ensure arresting officers establish whether an offender is a PYO at the earliest possible stage of the criminal justice process.	BTP
Ensure a full prosecution file is prepared within seven days of a plea being made by a PYO and sent to the CPS for review.	BTP

### Target

- The average time from arrest to sentence to be no longer than 65 days in England and Wales for recordable offences.

**The purpose of this target is to ensure young people are able to see the direct correlation between their actions and the consequences of those actions i.e. the offence that they commit and the subsequent consequences in court.**

# Common objectives

## Human resources

BTP believes its workforce should reflect the diversity of the UK population and travelling public. We know our ability to provide policing excellence to the railways depends entirely on the quality of the people BTP recruit and our success in developing and retaining them.

Throughout the recruitment processes, BTP will ensure its robust, clear policies for valuing diversity and challenging discrimination are adhered to and that opportunities and benefits are open to all.

BTP will ensure it recruits and selects people in a fair and objective manner. Candidates will be given clear, concise information about the job in question, kept in contact with during the recruitment process and informed of the result as quickly as possible.

BTP will maximise opportunities for existing staff and is committed to helping female and BME officers progress through the ranks. Flexible working, retraining and secondment opportunities will be used to help everyone reach their full potential.

### Aims:

- To develop a workforce which reflects the diversity of the UK population and travelling public.
- To improve the career progression of female and BME officers.

Key actions	Lead agency
Use targeted advertising including recruitment from the wider police family.	BTP
Attend relevant recruitment events and community engagement activities.	BTP
Understand why BTP staff leave and put strategies in place to mitigate this where appropriate.	BTP
Market staff benefits.	BTP
Use familiarisation events.	BTP

Analyse and address drop out points in recruitment processes.	BTP
Analyse relevant data and statistics to understand the current BTP personnel profile.	BTP
Use focus groups and staff survey results to understand barriers to progression.	BTP
Use coaching and mentoring to encourage officers to seek career progression.	BTP
Use targeted activity around the OSPRE exams to help staff progress.	BTP
Ensure positive marketing of role models to encourage officers to seek career progression.	BTP
Use positive action initiatives to increase the confidence of under represented groups.	BTP

### Targets:

- The number of Black and Minority Ethnic (BME) officers to be at least 6.4% of total police officer strength.
- The number of female officers to be at least 17.5% of total police officer strength.
- At least 5.9% of police officers promoted to be from a BME background.
- At least 18% of police officers promoted to be female.

**Throughout the recruitment processes, BTP will ensure its robust, clear policies for valuing diversity and challenging discrimination are adhered to and that opportunities and benefits are open to all.**

# Common objectives

## Local targets

London Underground/DLR will engage with nationally identified railway policing priorities for:

### Violence against the person

Serious violent assaults (including those of a sexual nature) are relatively rare on the rail network. However when incidents do occur they can create a distorted perception of passenger safety.

BTP is committed to reducing violence on the rail network and has established a zero tolerance approach to the carrying of knives and other weapons. Operation Shield, which deploys metal detector arches and hand held metal detectors, has proved very successful in keeping knives and other weapons off the system. It also provides a reason to stop and search persons who try to avoid passing through them and this has additional benefits in terms of detections for other offences, most notably possession of drugs.

London Area is committed to reducing violence across the network and works closely with LU and the DLR to enhance crime prevention and detection methods. Over the last year we increased the detection rate of violent offences to 48%.

London Area will continue to analyse trends in times and places when offences occur and will deploy resources

accordingly. High-visibility patrols will be deployed to deter and detect this crime while the always-expanding coverage of CCTV will be fully utilised in all investigations. The CompStat process allows us to statistically analyse the effectiveness of our resource deployment and ensure we are addressing the needs of staff and passengers.

### Aims

- To provide a safe and secure environment for passengers and staff
- To detect offenders and bring them to justice

Key actions	Lead agency
High visibility policing at high risk locations.	BTP
Maximise forensic opportunities.	BTP
Work with licensed premises.	BTP / local forces
Control public space.	BTP / LU and DLR

### Target

- To achieve a 2% reduction in violence, sexual and robbery offences.



**TARGET**

**2%**

**reduction in violence,  
sexual and robbery  
offences.**

# Common objectives

## Staff assaults

Staff assaults are a key priority crime for both BTP and the railway industry. BTP believe rail staff have the right to work without fear of attacks from the public and have successfully pushed for a change in classification of transport workers to public servants. This means that penalties for those convicted of assaulting rail staff are higher. Assaults on staff are highly impactful crimes, which have a disproportionate effect on morale, staff confidence, attendance levels and loss of revenue.

BTP continues to assist the industry in education, training and workshop programmes in skills such as conflict management in order to protect their staff.

The majority of assaults are common assaults and a proportion of these involve spitting. These crimes are often detectable by utilising the DNA spittle kits, which are now readily available to police and staff alike.

The joint BTP and LU Workplace Violence Unit, instituted last year, is very successful in ensuring the strongest possible case for prosecution is submitted. Detections increased by nearly 8% over the year and the unit's success will be built upon with an expanded focus on education, training and workshop programmes for rail staff in skills such as conflict management.

## Aims

- To deter offences of staff assault.
- To detect offenders and bring them to justice.
- To encourage and support London Underground to reduce staff assaults.

Key actions	Lead agency
Conflict management training.	BTP / LU and DLR
High visibility policing at high risk times and locations.	BTP
Seek to identify repeat victims.	BTP / LU and DLR
Seek ASBOs.	BTP / TfL
Increase availability of DNA spittle kits.	BTP / LU and DLR

## Target

- To achieve a 2% reduction in staff assault.

**BTP continues to assist the industry in education, training and workshop programmes in skills such as conflict management in order to protect their staff.**

# Common objectives

## Route crime

Route crime – specifically acts of vandalism against the rail infrastructure – can have significant impact on the rail industry and on large numbers of travelling public. The results of one act of vandalism on the operating infrastructure of the railway can be catastrophic leading to serious injury and loss of life. The offence of stone throwing is most prevalent and accounts for over 40% of all route crime offences.

BTP have introduced the use of motorcycle and helicopter patrols and are currently assessing their effectiveness in reducing and deterring offences. BTP crime reduction officers also make recommendations which can lead to practical interventions by train operating companies and infrastructure owners. For example, more robust fencing can contribute to reducing this type of crime.

London Underground/DLR Area will continue to target route crime through intelligence-led initiatives such as Operation Rhino, which utilise foot patrols, off-road motorcycles and bicycles, to enable quick-time response to reports of route crime. Targeted operations helped bring about a 40% reduction in these offences over the past year.

Route crime typically increases during the summer months and during holiday periods and by working closely with LU we will identify emerging trends and vulnerable locations and implement crime reduction initiatives to combat the causes.

## Aims

- To provide a safe travelling environment for passengers and staff.
- To detect offenders and bring them to justice.

Key actions	Lead agency
Crime reduction initiatives.	BTP / LU and DLR
Education at schools and colleges.	BTP / LU and DLR
High visibility patrols.	BTP / LU and DLR
High profile operations.	BTP
Media promotion of convictions.	BTP / LU
Seek ASBOs.	BTP / LU

## Target

- To achieve a reduction in the number of incidents of route crime offences.

# Common objectives

## Theft of passenger property

The likelihood of becoming a victim of crime on the railways is extremely low. However, trains and stations provide an ideal environment for the professional and opportunistic thieves to operate.

London Underground/DLR Area will continue to work to ensure the Underground and DLR are hostile environments for thieves. Analysis of hotspot areas and trends through the tasking process will continue to form the basis of targeted crime reduction initiatives. High visibility patrols are a deterrent to thieves while anti-theft posters, station announcements and leaflets will heighten passenger awareness of keeping their belongings safe. Our specialist plain-clothes pickpocket squad will continue to be deployed based on intelligence about professional thieves operating on the network. Statistical analysis through the CompStat process ensures our resource deployment is addressing the needs of both passengers and staff.

Detection of professional thieves is an essential element in reducing this type of crime. As the courts recognise prolific offenders, custodial sentences are becoming more common.

## Aims

- To provide a safe and secure environment for passengers and staff.
- To detect offenders and bring them to justice.

Key actions	Lead agency
Detect offenders.	BTP
Crime reduction initiatives.	BTP / LU and DLR
High visibility patrols.	BTP
Plain clothes patrols.	BTP
Crime prevention announcements.	BTP / LU and DLR
Intelligence led tasking of resources.	BTP

## Target

- To reduce the number of incidents of theft.
- To achieve a detection rate of 5%.

# Common objectives

## Hate crime

Hate crime involves any attack motivated by a person’s prejudice against their victim. This type of crime reflects wider crime trends across the country. BTP promotes community cohesion and aims to provide a safe travelling environment free from fear and abuse. BTP is committed to diligently investigating all forms of hate crime.

Our partnership with LU in the Workplace Violence Unit is ensuring the strongest evidential cases for prosecutions of hate crime are submitted to the Crown Prosecution Service and last year we increased detections by nearly 8%.

We will continue to analyse incidents through the tasking process to ensure early identification of emerging trends and deploy resources based on this intelligence. Successful prosecutions of hate crime offences will be promoted in the media as a further deterrent.

## Aims

- To promote a fully inclusive environment free from this crime type.
- To detect offenders and bring them to justice.

Key actions	Lead agency
Robustly investigate all allegations of hate crime.	BTP
Seek to identify events that link with hate crimes.	BTP
Seek ASBOs.	BTP / TfL
Utilise the media.	BTP / LU and DLR

## Target

- To achieve a 2% reduction in hate crime offences.



TARGET

reduction in hate  
crime offences.

**2%**

# Common objectives

## Anti-social behaviour

Anti-social behaviour is of utmost concern to both the railway industry and passengers. Although it can sometimes be dismissed as low level crime, BTP knows it is the main cause of a perception of fear of crime amongst those travelling and working on the railway. It is typically associated with groups or gangs of youths who frequent stations and trains, predominantly outside of peak hours, when rail staffing levels are at their lowest or are non-existent. Anti-social behaviour is closely linked to nearly all other types of priority offences committed throughout the rail system.

London Underground/DLR Area achieved a 15% reduction in the number of anti-social behaviour offences last year whilst increasing detections by 41% and this success will be built upon in the coming year.

London Area officers will continue to intervene in low-level anti-social behaviour as early contact with police is proven to deter offenders from going on to commit more serious crime. As these offences regularly occur late at night, London Underground/DLR Area officers are now staying out on trains and stations until the close of services to ensure there is always a high-visibility deterrent to this behaviour. We are robust in pursuing anti-social behaviour orders against those whose behaviour is intimidating and contributes to the fear of crime.

## Aims

- To enhance feelings of safety and security.
- To reduce the fear of crime.
- To detect offenders and bring them to justice.

Key actions	Lead agency
Conduct high visibility patrols of hotspots.	BTP
Seek ASBOs.	BTP / TfL
Share intelligence.	BTP / local force
Joint police operations.	BTP / local force
Support revenue initiatives.	BTP / LU
Enforcement of bail and ASBO conditions.	BTP

## Target

- To increase the number of judicial disposals to 7060.

**London Underground/DLR Area achieved a 15% reduction in the number of anti-social behaviour offences last year whilst increasing detections by 41%. This success will be built upon in the coming year.**

# Local objectives

## Local targets

London Underground/DLR will focus on problems identified by key local stakeholders for:

### Graffiti

Graffiti affects the running of the railway in three ways: the direct costs to industry partners for cleaning trains and buildings, the disruptive effect on services when trains are removed from service and the detrimental effect graffiti has on passenger confidence.

The London Area Crime Reduction Team will continue to work closely with LU and DLR staff on initiatives to reduce graffiti. Maintenance contractors are strongly encouraged to report all incidents and they are now required to photograph and report every incident of graffiti so it can be recorded as a crime. These initiatives led to an increase in the detection rate of graffiti offences of almost 50%.

Anti-social behaviour orders (ASBOs) have proven very effective in keeping prolific graffiti offenders off the network and we will continue to seek orders against those who paint, use marker pens and etch on trains and stations. The deterrent effect of media promotion of ASBOs will be maximised.

### Aims

- To enhance feelings of security and reduce the fear of crime.
- To provide a safe travelling environment for passengers and staff.
- To detect offenders and bring them to justice.
- To target unlawful access to the railway.
- To minimise disruption to the railway.

Key actions	Lead agency
Seek ASBOs.	BTP / TfL
Use of CCTV.	BTP / LU and DLR
Education at schools and colleges.	BTP / LU and DLR
High visibility patrols.	BTP / LU and DLR
High profile operations.	BTP
Media promotion of success.	BTP
Target prolific offenders.	BTP / LU and DLR

### Target

- To achieve a 3% reduction in graffiti offences.



TARGET

reduction in  
graffiti offences.

**3%**

# Local objectives

## Robbery

Although passenger fear of robbery is high, the likelihood of becoming a victim of robbery on the Underground or DLR remains very low, with 3.5 million passenger journeys on the Underground each day, and less than 1.1 robberies a day. In a very successful result robbery offences were reduced by 21% in 2006-07.

Based on intelligence and analysis of crime trends, London Underground/DLR Area will continue to deploy high-visibility patrols combined with the specialist plain clothes robbery squad to detect and deter robbery. Following a crime, the extensive CCTV network on LU and DLR will be used to track offenders from the point they enter the system, to when they exit. This enables analysis of their movements, clothing, tactics, associates and identity.

Mobile phone analysis is an area which is proving very effective in gaining evidence against offenders and this will be further exploited over the coming year.

## Aims

- To provide a safe and secure environment for passengers and staff.
- To detect offenders and bring them to justice.

Key actions	Lead agency
Detect offenders.	BTP
CCTV.	BTP / LU and DLR
Plain clothes operations.	BTP
Mobile phone analysis.	BTP
High visibility patrols.	BTP
Crime reduction announcements.	BTP / LU and DLR
Intelligence-led tasking of resources.	BTP

## Target

- To reduce the number of robbery offences.
- To achieve a detection rate of 33%.

# Local objectives

## Notifiable crime

London Underground/DLR Area achieved a 2% reduction in notifiable crime over the last year which equates to 426 fewer victims of crime. Notifiable crime includes all serious crime and while the number of offences on the Underground and DLR is low, we are not complacent and are striving to reduce it further.

Intelligence-led high visibility patrols will continue to serve as a deterrent to those intent on committing crime while robust investigation will help ensure offenders are brought to justice. London Underground/DLR Area will also continue the close partnership working with LU and DLR staff on crime prevention initiatives such as train announcements, poster campaigns and leaflets. Statistical analysis through the CompStat process ensures our resource deployment is effective.

## Aims

- To provide a safe and secure environment for passengers and staff.
- To enhance perceptions of safety and security for passengers and staff.
- To detect offenders and bring them to justice.

Key actions	Lead agency
High visibility policing.	BTP
Control public space.	BTP / LU and DLR
Intelligence led initiatives.	BTP

## Target

- To achieve a 2% reduction in notifiable offences.

# Local objectives

## Offensive weapons

Although the carriage of offensive weapons on the Underground is not a large-scale problem, it is an offence which raises the fear of crime amongst passengers and staff. BTP is committed to a zero tolerance approach to carrying knives and other weapons on the Underground. As initiatives to detect those who carry knives were so successful over the past year, a specific weapons target was created from the violent crime category to ensure the high level of detection continues.

Operation Shield, which uses metal detection arches to identify people carrying knives and other weapons, will continue to be deployed on an intelligence-led basis to ensure those who carry dangerous weapons are detected and arrested.

## Aims

- To provide a safe and secure environment for passengers and staff.
- To enhance perceptions of safety and security for passengers and staff.
- To detect offenders and bring them to justice.

Key actions	Lead agency
Detect and deter offenders.	BTP
Operation Shield.	BTP
High visibility patrols.	BTP
Intelligence led tasking of resources.	BTP

## Target

- To achieve a minimum of 148 weapons detections.

**Operation Shield, which uses metal detection arches to identify people carrying knives and other weapons, will continue to be deployed on an intelligence-led basis to ensure those who carry dangerous weapons are detected and arrested.**



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